6.0 ALIGNMENTS AND STATIONS FOR FURTHER INVESTIGATION

The screening evaluation concluded with a set of recommended alignment and station locations for each region. Combining these recommended alignments and stations produces a statewide set of alignments and stations that the Authority has approved to be studied further in the EIR/EIS process. Figures 6-1 and 6-2 present the alignment and station options for further evaluation in the northern and southern portions of the system, respectively. The following sections define each the alignment and station options.

Figure 6-1
Alignment and Station Locations for Continued Investigation
(Northern)

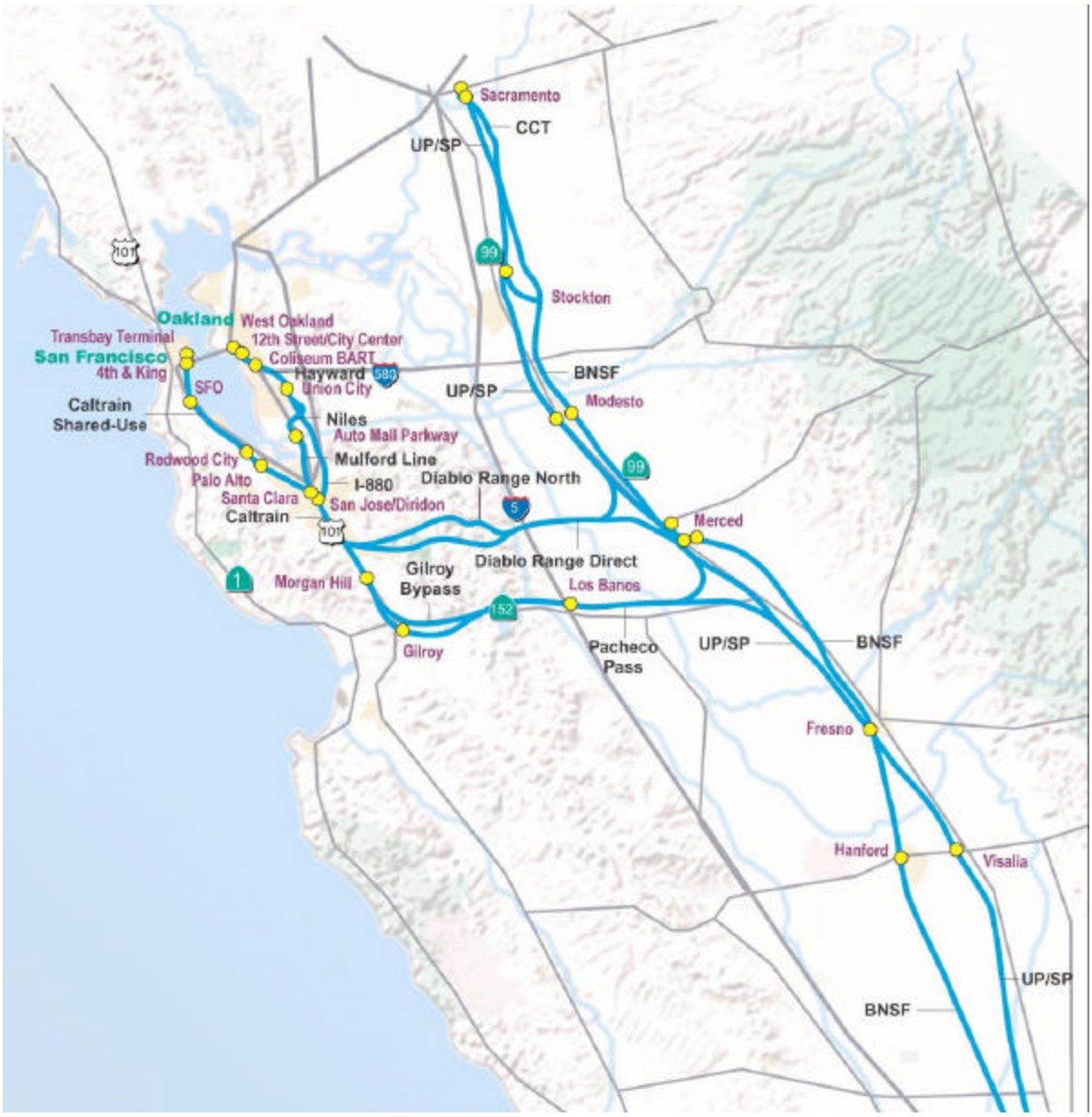
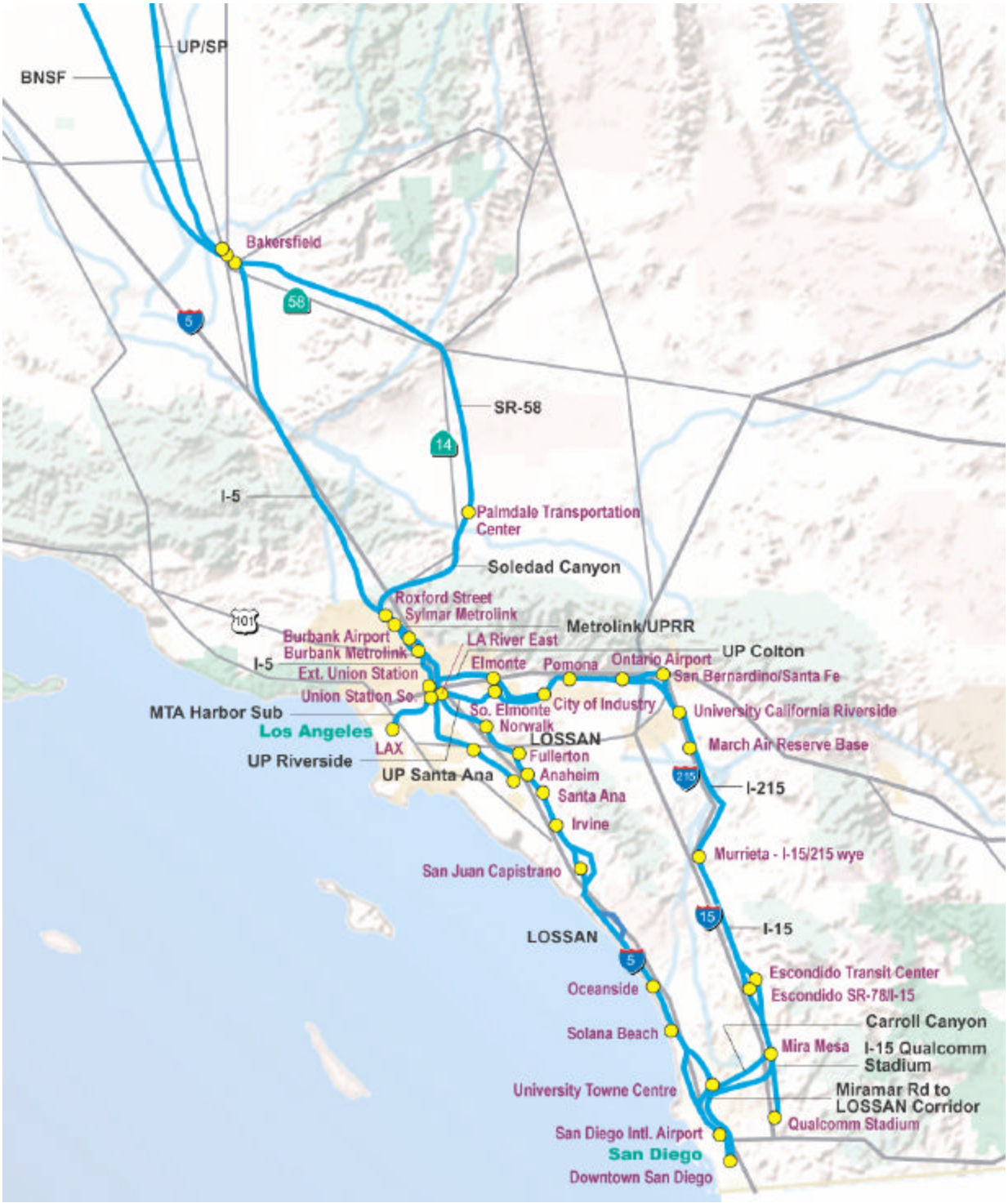


Figure 6-2
Alignments and Station Locations for Continued Investigation
(Southern)



6.1 BAY AREA TO MERCED

6.1.1 San Jose to San Francisco

Alignments:

- **Caltrain Corridor (Shared-track with Caltrain):** From San Francisco, this alignment would follow south along the Catrain rail alignment to San Jose. This option assumes that high-speed trains would share tracks with Caltrain commuter trains. The entire alignment would be grade-separated. Station options include a station in the lower level of the proposed new Transbay Terminal in San Francisco and a station at 4th and King streets, a station in Millbrae (near the San Francisco International Airport), a station in either Redwood City or Palo Alto, and an optional station in Santa Clara.

Station Locations:

- **Transbay Terminal:** This potential station would serve the Caltrain Shared Use options.
- **4th and King:** This potential station would serve the Caltrain Shared Use options.
- **Millbrae (SFO Airport Station):** This potential station would serve the Caltrain Shared Use options.
- **Redwood City:** This potential station would serve the Caltrain Shared Use options.
- **Palo Alto:** This potential station would serve the Caltrain Shared Use options.
- **Santa Clara:** This potential station would serve the Caltrain Shared Use options.

6.1.2 San Jose-to-Oakland

Alignments:

- **Hayward Line to the I-880 (Hayward Alignment/I-880)**: From Oakland, this alignment would travel south following the UPRR's Hayward rail line and then transition to I-880. Station options include downtown Oakland, the Oakland Airport/Coliseum, and Union City (BART Station). The Hayward Line to I-880 provides the shortest alignment (42 miles/67.6 km), the fastest travel time (25 minutes), and the highest ridership and revenue potential. It is also projected to have the lowest capital costs.
- **Hayward Branch through Niles Junction to the Mulford Line (Hayward/Niles/Mulford Alignment)**: From Oakland this alignment would travel south along UPRR's Hayward Line to the UPRR's Niles Line and then onto the UPRR's Mulford Line. Station options include downtown Oakland, the Oakland Airport/Coliseum, Union City (BART Station), Fremont (Auto Mall Parkway).

Station Locations:

- **West Oakland:** This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.
- **12th Street/City Center:** This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.

- **Coliseum BART Station (Hayward/Mulford)**: This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.

- **Union City**: This potential station would serve both the Hayward/Niles/Mulford Line and the Hayward/I-880 Line.

- **F**remont (Auto Mall Parkway): This potential station would serve the Hayward/Niles/Mulford Line.

6.1.3 San Jose-to-Merced

Alignments:

- **Diablo Range Direct Alignment (3.5% Maximum Grade)**: This alignment would have a station at the existing San Jose (Diridon) Station heading south on the Caltrain/UPRR, just north of I-85 turning east through the Diablo Range to San Joaquin Valley to Merced using the northern alignment (near Castle Air Force Base).

- **Caltrain/Gilroy/Pacheco Pass Alignment (3.5% Maximum Grade)**: This alignment would extend south along the Caltrain/UPRR rail corridor through the Pacheco Pass and then the San Joaquin Valley to Merced. Station options include the existing San Jose (Diridon) Station, Gilroy (near the existing Caltrain Station), and Los Banos (near I-5) in the San Joaquin Valley.

Station Locations:

- **San Jose (Diridon) Station:** This potential station would serve all alignment options (Caltrain/Monterey Highway rights-of-way) into San Jose.

- **Morgan Hill (Caltrain) Station:** This potential station would serve the Pacheco Pass/Gilroy/Caltrain and Pacheco Pass/Caltrain/Morgan Hill alignment options.

- **Gilroy Station:** This potential station would serve the Pacheco Pass/Gilroy/Caltrain option.

- **Los Banos Station:** This potential station would serve the Pacheco Pass/Gilroy/Caltrain and Pacheco Pass/Caltrain/Morgan Hill alignment options.

6.2 SACRAMENTO-TO-BAKERSFIELD

6.2.1 Sacramento-to-Stockton

Alignments:

- **Union Pacific (UP):** This potential alignment extends east from the Rail Depot to an embankment going south near California State University Sacramento. North of Lodi the alignment will diverge from the UP to the CCT that will bypass Lodi and will reconnect to the UP to serve the proposed downtown Stockton station site.

- **Central California Traction (CCT)/SP:** This potential alignment extends southeast from the proposed Power Inn Road station location.

Station Locations:

- **Sacramento Rail Depot:** Located at the existing Amtrak station, this potential station site connects to other modes most effectively and is closest to government and downtown business destinations. This site provides the highest ridership and revenue potential and is compatible with existing and planned development while minimizing impacts to the natural resources. The Sacramento Rail Depot station site is supported by the city and various regional transportation agencies.

- **Power Inn Road:** Located on Power Inn Road, south of the US 50 Freeway and north of Fruitridge Road, this potential station location is located in a predominately industrial area has minimal impacts to social and economic resources with a projected lower capital cost. This sites location east of the city makes it accessible to growing suburban region of Sacramento, with good intermodal access with light rail and US 50.

6.2.2 Stockton-to-Modesto

Alignments:

- **"Express Loop"/Burlington Northern Santa Fe (BNSF):** This potential alignment allows for high-speed through service while providing service to the proposed Downtown ACE station. Both the stopping and through tracks diverge from the UP/CCT north of Stockton and will converge with the BNSF alignment southeast of Stockton.

- **"Express Loop"/UP:** This potential alignment allows for high-speed through service while providing service to the proposed Downtown ACE station. The stopping track will continue on the UP alignment to the proposed station site and the through tracks will diverge from the UP/CCT north of Stockton and will converge back with the UP south of Stockton.

Station Locations:

- **Downtown ACE:** This potential station site is the former Southern Pacific depot and the current terminal of the Altamont Railway Express (ACE) commuter service to San Jose. Because of the tight curves on the existing rail line through downtown Stockton that would severely limit maximum speeds, an express track outside of the urban area would have to be developed in order to provide high-speed service. This potential station site maximizes ridership and revenue potential, connectivity and accessibility while minimizing the impacts to natural resources. The downtown station site is strongly supported by the city of Stockton as the preferred station location for Stockton.

6.2.3 Modesto-to-Merced

Alignments:

- **BNSF:** This potential alignment is adjacent to the BNSF extending south from the proposed Modesto Amtrak – Briggsmore station location to Merced.

- **UP:** This potential alignment is adjacent to the UP extending south from the proposed downtown Stockton station location to Merced.

Station Locations:

- **Modesto Downtown:** This potential station site is the former SP rail station and currently the Modesto Transportation Center. This site is compatible with existing and planned development and maximizes ridership and revenue potential and connectivity and accessibility as well as minimizing the impacts to natural resources. The proposed downtown Modesto station site is on a constrained corridor therefore the "Express Loop" option may need to be considered to serve this station site.

- **Modesto Amtrak - Briggsmore:** This potential station site is located at the existing Amtrak Station on Held Drive north of Briggsmore Avenue on the BNSF alignment. This is a suburban site within the growth areas of the metropolitan Modesto area, which could serve as a transfer point with Amtrak San Joaquin service. This site is compatible with existing and planned development with minimal impacts to social and economic, and cultural resources.

6.2.4 Merced-to-Fresno

Alignments:

- **UP:** This potential alignment extends south from Merced to a Fresno station location.

- **BNSF:** This potential alignment extends south from Merced to a Fresno station location.

Stations:

- **Merced Downtown:** This potential station site is on the UP alignment and lies near the city center and is the transit hub of Merced on the UP route. The downtown station site maximizes ridership and revenue potential and connectivity and accessibility while minimizing the impacts to natural resources.

- **Castle Air force Base:** This potential station site is located at the decommissioned Air Force Base close to the BNSF alignment coming from Modesto. The Castle Air Force Base site would require a divergence from the BNSF to connect to the station site and eventually connecting to the UP alignment south of Merced. This site can be very compatible for a station with little disruption of local access patterns. Easy access from the developing university campus and community would occur via a new highway alignment along Bellevue Avenue.

- **Merced Municipal Airport:** This potential station site is located on the grounds of the existing MCE airport complex southwest of SR 99. This station site would require a divergence from the BNSF to connect to the UP. This site is a considerable distance from the proposed University of California-Merced, however it is adjacent to downtown Merced. This site is compatible with existing and planned development and has minimal impacts on cultural resources.

6.2.5 Fresno-to-Tulare

Alignments:

- **UP:** This potential alignment is the continuation of the UP alignment from Merced and extends southeast from the proposed Fresno downtown station to the proposed Visalia station site.

- **BNSF:** This potential alignment extends south from Fresno to a Hanford station site.

Stations:

- **Fresno Downtown:** This potential station site is located within the UP right-of-way in downtown Fresno that is the site of the current rail consolidation study being conducted.

6.2.6 Tulare-to-Bakersfield

Alignments:

- **UP:** This potential alignment extends south from the proposed Visalia Airport station location to Bakersfield.

- **BNSF:** This potential alignment extends south from the proposed downtown Hanford station site to Bakersfield.

- **UP/BNSF:** This potential alignment extends south from the proposed Visalia Airport station location to just north of Bakersfield where the UP veers the southeast the alignment will continue south on a new rail alignment where it will converge with the BNSF into Bakersfield.

Stations:

- **Visalia Airport:** This potential station site is located along the UP route near the junction of SR 99 and SR 198 at the Visalia Airport thus maximizing connectivity as well as the maximizing the ridership and revenue potential while minimizing environmental impacts. This centralized site best serves the population of Tulare and Kings counties. Additionally this site is the preferred site of the City of Visalia and supported by the County of Tulare.

- **Hanford:** This potential station site is located along the BNSF alignment in the vicinity of the existing Amtrak station in Hanford. The Hanford station site has minimal impacts on social and economic resources as well as natural and cultural resources.

6.2.7 Bakersfield-to-LA Connectors

Alignments:

- **Bakersfield Station to I5 Connector:** This alignment extends east along UP from a Bakersfield station location, south along State Route 184 (SR184)/Wheeler Ridge Road, and generally follows the I-5 to the base of the Tehachapi Mountains were it connects with the Bakersfield-to-Los Angeles corridor.

- **Bakersfield Station to SR-58 Connector:** This alignment extends from a Bakersfield station location along SR-58 east from Bakersfield were it connects with the Bakersfield-to-Los Angeles corridor.

Stations:

- **Truxton:** This potential downtown station site is located just east of the new Amtrak station in downtown Bakersfield near Truxton Avenue and R Street. This proposed site maximizes the ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned

development while minimizing impacts to natural and cultural resources. The Truxton site is one of three sites recommended by the Kern Transportation Foundation. This site is served by the BNSF or BNSF/UP alignment options from the north, and serves the I5 and SR 58 connectors to the Los Angeles corridor.

- **Golden State:** This potential downtown station site is located along the existing UP route that parallels Golden State Avenue in the northern part of downtown Bakersfield. This proposed site maximizes ridership and revenue potential while minimizing the impacts to social and economic resources. This Golden State site is one of three sites recommended by the Kern Transportation Foundation. This site is served by the UP alignment from the north, and serves the I5 and SR 58 connectors to the Los Angeles corridor.

- **Bakersfield Airport:** This potential station site is located along the existing on the UP route just west of SR 99 and south of 7th Standard Road, which is planned for freeway expansion. This proposed site is compatible with existing and planned development while minimizing the impacts on natural, social, economic and cultural resources. The Bakersfield Airport site is one of three sites recommended by the Kern Transportation Foundation. This site is served by the UP alignment from the north, and serves the I5 and SR 58 connectors to the Los Angeles corridor.

6.3 BAKERSFIELD-TO-LOS ANGELES CORRIDOR

6.3.1 Bakersfield-to-Sylmar

Alignments:

- **I-5 (3.5% maximum grade):** This alignment extends east along the Union Pacific Railroad (UPRR) from a Bakersfield station, south along State Route 184 (SR-184)/Wheeler Ridge Road, and generally follows I-5 over the Tehachapi Mountains through Santa Clarita to Sylmar.

- **SR-58/Soledad Canyon (3.5% maximum grade):** This alignment extends from Bakersfield along State Route 58 (SR-58) east from Bakersfield, generally following SR-58 through the Tehachapis to Mojave, along Metrolink/UPRR through Antelope Valley and Soledad Canyon and generally following State Route 14 (SR-14) from Santa Clarita to Sylmar.

Station Locations:

- **Antelope Valley (Palmdale Transportation Center):** This potential station would serve SR-58/Soledad Canyon alignment, maximizing the connectivity and accessibility while minimizing the impacts to social and economic and cultural resources.

6.3.2 Sylmar-to-Los Angeles

Alignments:

- **Metrolink/UPRR:** This alignment extends southeast generally following the Metrolink/UPRR between Sylmar and Los Angeles Union Station area. Station options along this alignment include Sylmar (Roxford Street and Sylmar Metrolink Station), Burbank (Burbank Airport and Burbank Metrolink Station) and the Los Angeles Union Station area (Existing Union Station, Union Station South (Through), and the LA River East)

- **Combined I-5/UPRR:** This alignment extends southeast following the UPRR from Sylmar to Burbank Metrolink Station and then generally follows I-5 to a tunnel under Elysian Park to Los Angeles Union Station area. Station options along this alignment include Sylmar (Roxford Street and Sylmar Metrolink Station), Burbank (Burbank Airport and Burbank Metrolink Station) and the Los Angeles Union Station area (Existing Union Station and Union Station South (Through))

Station Locations:

- **Sylmar (Roxford Street):** This potential station site is at the convergence of five major freeways (I-5, SR-14, I-210, I-405 and SR-118) and in close proximity to SR-170. Additionally, this site minimizes the impact to minority and low-income populations. This station site would serve both the Metrolink/UPRR and the Combined I-5/UPRR.

- **Sylmar (Sylmar Metrolink Station):** This potential station site is at the convergence of five major freeways (I-5, SR-14, I-210, I-405 and SR-118) and in close proximity to SR-170. Additionally, this site has greater connectivity and accessibility to other modes of transportation. This station site would serve both the Metrolink/UPRR and the Combined I-5/UPRR.

- **Burbank (Burbank Airport):** This potential station would serve both the Metrolink/UPRR and the Combined I-5/UPRR lines.

- **Burbank (Burbank Metrolink/Media Center):** This potential station would serve both the Metrolink/UPRR and the Combined I-5/UPRR lines.

- **Los Angeles Union Station (Existing Union Station):** This potential station site has the best connectivity to other transportation modes and avoids river impacts, and connects with UPRR/El Monte/Colton alignment to the Inland Empire.

- **Los Angeles Union Station (Union Station South-Through):** This potential station has the best connections for the UPRR/El Monte alignment to the Inland Empire, and connects to the LOSSAN and LAX corridor region.

- **Los Angeles Union Station (Los Angeles River-East):** This potential station location would serve the Metrolink/UPPR alignment and is compatible with existing/planned development, also would have lower capital costs, and connect with the LOSSAN corridor region.

6.4 LOS ANGELES-INLAND EMPIRE-SAN DIEGO CORRIDOR

6.4.1 Los Angeles to March Air Reserve Base

Alignments:

- **UP/Colton Line:** This alignment extends from LA Union Station, east along the UP/Colton line, turns south in Colton (near the I-215/I-10 interchange), on the BNSF-San Jacinto line, then follows I-215 south to March ARB. Station options along this alignment include LA Union Station, El Monte (west of I-605), Pomona (Metrolink Station), Ontario International Airport (north side), Colton Line (near San Bernardino), University of California Riverside and March ARB.

- **UP/Riverside - UP/Colton Line:** This alignment extends from LA Union Station, south and then east along the UP/Riverside Line, east along the UP/Colton line, turns south in Colton (near the I-215/I-10 interchange), on the BNSF-San Jacinto line, then follows I-215 south to March ARB. Station

options along this alignment include LA Union Station, City of Industry (Metrolink Station), South El Monte (West of I-605), Pomona (Metrolink Station), Ontario International Airport (north side), Colton Line (near San Bernardino), University of California Riverside and March ARB.

- **UP/Colton Line to San Bernardino:** This alignment uses either the UP/Colton Line or UP/Riverside – UP/Colton Line from LA Union Station, east to Ontario Airport. The alignment turns north in the City of Ontario past the airport, then east toward the Santa Fe Depot in San Bernardino, then south from the Depot to the BNSF-San Jacinto Line, then follows I-215 south to March ARB.

Station Locations:

- **LA Union Station**: This potential station would serve both the UP/Colton Line and the UP/Riverside – UP/Colton Line.
- **El Monte (west of I-605)**: This potential station would serve the UP/Colton Line.
- **South El Monte (west of I-605)**: This potential station would serve the UP/Riverside - UP/Colton Line.
- **City of Industry (Metrolink Station)**: This potential station would serve the UP/Riverside – UP/Colton Line
- **Pomona (Metrolink Station)**: This potential station would serve both the UP/Colton Line and the UP/Riverside – UP/Colton Line.
- **Ontario International Airport - North Side**: This potential station would serve both the UP/Colton Line and the UP/Riverside – UP/Colton Line.
- **Colton Line (near San Bernardino)**: This potential station would serve both the UP/Colton Line and the UP/Riverside – UP/Colton Line.
- **University of California Riverside**: This potential station would serve both the UP/Colton Line and the UP/Riverside – UP/Colton Line.
- **March Air Reserve Base:** This potential station would serve both the UP/Colton Line and the UP/Riverside – UP/Colton Line.

San Bernardino Santa Fe Depot: This potential station site would serve the UP/Colton Line to San Bernardino alignment.

6.4.2 March Air Reserve Base to Mira Mesa

Alignment:

- **San Jacinto to I-15 Alignment – "Minimizing Tunnels" option –** This alignment extends from Riverside to Mira Mesa in San Diego County, running along the BNSF San Jacinto Line, along I-215 past March ARB through Murrieta and Temecula and south along I-15 to Escondido, staying within the freeway corridor with minimal tunneling. Station options along this alignment include Murrieta at I-15/I-215 Interchange, Escondido at SR-78/I-15 Interchange, Escondido Transit Center and Mira Mesa.

Station Locations:

- **Murrieta at I-15/I-215 Interchange:** This potential station would serve the San Jacinto to I-15 Alignment – "Minimizing Tunnels" option.

- **Escondido at SR-78/I-15 Interchange:** This potential station would serve the San Jacinto to I-15 Alignment – "Minimizing Tunnels" option.

- **Escondido Transit Center and Mira Mesa:** This potential station would serve the San Jacinto to I-15 Alignment – "Minimizing Tunnels" option.

6.4.3 Mira Mesa to San Diego

Alignments:

- **I-15 to Coast via Miramar Road:** This alignment extends south along I-15 from Mira Mesa then west along Miramar Road to connect to LOSSAN Corridor at University Town Centre (UTC). The alignment would then continue on the LOSSAN corridor, or other high-speed train alignment option, to the Santa Fe Depot in Downtown San Diego. Station options include the University Town Centre, the San Diego Airport and Downtown San Diego at the Santa Fe Depot.

- **I-15 to Coast via Carroll Canyon**: This alignment extends south along I-15 from Mira Mesa then west through Carroll Canyon to connect to LOSSAN Corridor. The alignment would then continue on the LOSSAN corridor or other high-speed train alignment option (see discussion in section 4.4) to Downtown San Diego.

- **I-15 to Qualcomm Stadium**: This alignment extends south along I-15 from Mira Mesa to Qualcomm Stadium in East Mission Valley. Station option includes the Qualcomm Stadium.

Station Locations:

- **University Town Centre**: This potential station would serve the I-15 to Coast via Miramar Road alignment.

- **Qualcom Stadium**: This potential station would serve the I-15 alignment.

- **San Diego Airport**: This potential station would serve the I-15 to Coast via Miramar Road alignment.

- **Downtown San Diego at the Santa Fe Depot**: This potential station would serve the I-15 to Coast via Miramar Road alignment and may be able to serve the I-15 to Qualcomm then to downtown alignment.

6.5 LOS ANGELES-ORANGE COUNTY-SAN DIEGO CORRIDOR

The Los Angeles to San Diego via Orange County corridor has been divided into four segments:

- LA Union Station to LAX
- LA Union Station to Central Orange County (Anaheim)
- Central Orange County (Anaheim) to Oceanside
- Oceanside to San Diego

The alignments and station locations investigated for these segments are shown on Figure 6-1.

6.5.1 LA Union Station/Southeast LA County to LAX

Alignments:

- **MTA Harbor Subdivision:** The Harbor Subdivision alternative follows an existing rail alignment for most of the segment from LA Union Station to LAX. The Authority previously studied this.

Station Locations:

- **LAX Terminal Station**: This potential high-speed train station site would serve the MTA Harbor Subdivision recommended for further investigation.

6.5.2 LA Union Station to Central Orange County (Anaheim)

Alignments:

- **LOSSAN Corridor:** This option would use the existing LOSSAN rail line from southeast LA to Anaheim. A wide range of improvement is possible within this corridor. However, most of the corridor would still be constructed at-grade. The lowest level of improvement for this alternative would include a minimum of three main tracks between LA Union Station and Fullerton, while the highest level of improvement would include 4 tracks, to increase capacity and reliability of the rail corridor for high-speed trains and other rail traffic. The highest level of improvement would also include full grade-separation, bypass tracks at all stations, and the possibility of electrification. Under the lowest level of improvement, all existing Amtrak stations would be served. Station options for additional express for the highest level of improvement would include LA Union Station, Norwalk (Metrolink Station) and Anaheim (Amtrak/Metrolink Station at Edison Field).

- **Union Pacific Santa Ana Branch Line:** This option would use an existing Union Pacific (UP) branch line from southeast LA to Anaheim, where it would connect back to I-5 alignment. Station options for the Union Pacific Santa Ana Branch Line include LA Union Station, Norwalk (UP Branch at Imperial Highway) and Anaheim (I-5).

Station Locations:

- **LA Union Station:** This potential high-speed train station would serve both the LOSSAN Corridor and the UP Santa Ana Branch Line.

- **Norwalk (Metrolink Station):** This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services.

- **Norwalk (UP Branch at Imperial Highway)**: This potential station would serve the UP Santa Ana Branch Line alternative.

- **Anaheim (Edison Field Amtrak/Metrolink):** This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services. Further investigation is required to determine whether this site could also serve the UP Santa Ana Branch Line.

- **Anaheim (I-5):** This potential station would serve the UP Santa Ana Branch Line alternative. This potential station offers the possibility of a direct connection to the Disney Resort Transportation Center. Locating this potential site along I-5 requires additional coordination with OCTA and the City of Anaheim.

- **Fullerton (Amtrak Station):** This LOSSAN station would serve an improved Amtrak service

6.5.3 Central Orange County (Anaheim) to Oceanside

Alignments:

- **LOSSAN Corridor:** This option would use the existing LOSSAN rail line from Anaheim to Oceanside. A wide range of improvement is possible within this corridor. The lowest level of improvement for this alternative includes upgrades within the corridor, including grade-separation at San Juan Capistrano and San Clemente. Due to physical constraints, visual and environmental impacts, and community concerns, elevated railway viaduct structures (except at water crossings) along the beachfront and in the San Juan Capistrano historical area will not be investigated. The highest level of improvement includes upgrades and bypass alignments around the environmentally sensitive coastal communities and regions of south Orange County, including San Juan Capistrano and San Clemente. Under the lowest level of improvement, all existing Amtrak stations would be served. Station options for additional express service, for the highest level of improvement, include the Irvine Transportation Center (ITC) and the Oceanside Transportation Center (OTC).

Station Locations:

- **Irvine Transportation Center (ITC):** This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services.
- **Oceanside Transportation Center (OTC):** This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services.
- **Santa Ana (Amtrak):** This LOSSAN station would serve an improved Amtrak service.
- **San Clemente (Amtrak):** This LOSSAN station would serve an improved Amtrak service.
- **San Juan Capistrano (Amtrak):** This LOSSAN station would serve an improved Amtrak service.

6.5.4 Oceanside to San Diego

Alignments:

- **LOSSAN Corridor:** This option would use the existing LOSSAN rail line from Oceanside to San Diego. A wide range of improvement is possible within this corridor. The lowest level of improvement for this alternative includes the tunnel under University Towne Centre (UTC) from the *Corridor Evaluation Study*[1]. The highest level of improvement includes a tunnel under Camino Del Mar, and a more direct tunnel alignment under I-5 instead of UTC, to increase speed. For the lowest level of improvement, all existing Amtrak stations would be served, and there would be a new station at University Towne Centre (La Jolla Village Drive and Genesee Avenue). Station options for additional express service, for the highest level of improvement, include Solana Beach (Amtrak/Coaster Station), San Diego Airport (proposed Intermodal Transportation Center) and the Santa Fe Depot in downtown San Diego. Due to visual and environmental impacts, and community concerns, elevated railway viaduct structures (except at water crossings and roadway crossings) along the beachfront and environmentally sensitive coastal communities will not be further investigated.

[1] Parsons Brinckerhoff. *California High-Speed Rail Corridor Evaluation.* Prepared for California High-Speed Rail Authority, December 1999.

Station Locations:

- **University Towne Center (La Jolla Village Drive and Genesee Avenue)**: This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services.

- **Solana Beach (Amtrak):** This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services.

- **San Diego Airport:** This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services.

- **Santa Fe Depot:** This LOSSAN station would serve an improved Amtrak service, and could be expanded to serve new express intercity services.